



A view of Berwyn, on the City and Suburban line, where the attractive subdivision of Berwyn Heights has recently been opened to the public.

## Attractive Features Of Berwyn Heights

A Suburban Section That Is Destined to Experience an Era of Unusual Prosperity Within the Next Few Months.

Even Missourians would be convinced of the great future of suburban property in that section of the District and of Maryland lying to the northeast of Washington, if they should take a trip on the line of the City and Suburban Railway and keep their eyes open, for they would see a section which has developed with marvelous rapidity within the past five years. The homes of residents in this section are practically all new, while there are hundreds of houses in the course of construction.

For a number of years, in fact, almost from the time that Washington was first laid out by L'Enfant, the growth was all in a northwesterly direction. Other sections of the District and contiguous territory were almost wholly ignored. The exact date of the awakening to the possibilities of suburban growth in the northeast cannot be definitely determined. A number of fortuitous circumstances combined to call attention to the section, all at about the same time. The entire country from North Capitol street to Laurel was almost wholly undeveloped at so recent a date as to be within the memory of the youngest business men of the city.

### A Continuous Settlement.

Today this whole territory is like one continuous settlement. Through Ellenton Terrace, Brookland, Riverdale, Hyattsville, Berwyn, and on to several other stations further along the line, the cars pass through a beautiful area on which have been or are being erected commodious and artistic homes. Houses are rising almost in a night, and yet they all have a substantial appearance and the general designs are such that any city might be proud to call them "representative suburban homes."

This is particularly true of Berwyn. While it is not the largest of the suburbs in that section, it is easily one of the most attractive. For a number of years it lay dormant, however, and when progressive real estate men saw the advantages of the section they were able to secure large tracts of land at an extremely low figure. One of the most inviting subdivisions at Berwyn is known as Berwyn Heights, which has been placed on the market only within the last few months.

Berwyn Heights, as the name implies, is a subdivision which has a very appreciable elevation above the surrounding territory. The Heights lie to the right of the car line and anyone stand-

ing on the summit can secure a panoramic view of Maryland for miles in every direction.

Berwyn Heights possesses the advantage of being truly suburban. Its lots are not of such meager dimensions as to prevent the owner from indulging in any of the pleasures attendant upon country life. While in easy access of Washington, the resident on Berwyn Heights gets the bracing air of the country, and there is not the slightest suggestion of the turmoil, the smoke, dust, and noise of the city. When he reaches Berwyn he can throw off the cares of life and can enjoy the freedom of a genuine home, not a four-walled prison from which light, air, and sunshine are barred.

### Requisites for Suburbs.

There are as many features which go to make up an attractive and wholly satisfactory suburb as go to make up a great city. In the first place if a section has any right to the name of suburb in its truest and best sense, it must be sufficiently far removed from the environs of the city to afford those natural blessings which man has a right to enjoy. At the same time the ideal home

must not be so far removed from the scene of commercial activity that too much time is lost in going to work and returning home. Again the matter of schedules is all important, and also the cost of transportation. Furthermore, a man who buys a home in the suburbs should not be made to pay "business section" prices. In all respects Berwyn Heights fulfills these requirements. The subdivision is situated a few miles from the Capitol.

As to transportation facilities, Washington may be reached not only over the City and Suburban line, but over the Baltimore and Ohio as well. Commutation tickets may be had over the latter line affording a rate of 6 cents, and the trip can be made in fifteen minutes. The trip over the City and Suburban line takes longer, but the service is more frequent, thus guaranteeing connection with the city as all hours of the day and late into the night.

In respect to the price of land in this section, the advantages offered the investor of moderate means are manifold. For this reason the sale of property in this section is not confined to men who are prepared to build homes at once. Many young men of Washington are investing their savings in land on Berwyn Heights, holding the property as an investment. And unless history repeats all her past performances, such investments will ultimately mean handsome profits to the holders of the title. It is generally conceded that no city in America has a brighter future than the National Capital. While it is not expected that Washington will achieve the pre-eminence among American cities at a single bound, the tendency is in that direction, and the readiness of the consummation is the only point in question. The purchase of real estate as a

general proposition is one of the safest, if not the safest, forms of investment for a man of moderate means who cannot afford to take chances of losing his all. How much more inviting this field of investment appears when there is an opportunity to purchase property adjacent to the city which has the greatest future in America!

### Fortunes in Northeast.

Men have made fortunes in real estate in Northwest Washington, and there are many more to be made in the same section, but the rapidity of development in sections like Berwyn Heights and other similar properties in a northeasterly direction is calculated to be much greater in the next decade, until something like an equality of growth among the sections has been attained.

The proposed boulevard between Baltimore and Washington, for the construction of which the Maryland Legislature has already appropriated a large sum, will unquestionably have a very salutary effect upon all that section of the country through which it passes. It will add much to the popularity of Northeast Washington as a section for suburban homes.

### WHY BUTTERFLIES FLUTTER.

Ever see a butterfly flutter? Well, why did the butterfly flutter? And what is fluttering, anyway? Once a famous scientist said: "The butterfly flutters because it is its nature so to do." But this is held to be a mere evasion. Prof. Jacques Loeb, of Chicago, has evolved a scientific explanation. Fluttering is a mere capering about, and is always performed in strong, diffused light, such as sunshine. Butterflies fly toward light because of heliophilism. That is, butterflies move in the direction of the rays of light which fall on them. Thus they will fly right into a concentrated light, like that of a candle, and bob aimlessly about in sunshine, vainly trying to respond to rays from many directions. Hence, fluttering.—Detroit News.



Residence of W. O. Denison, Metropolis View.

## Metropolis View

DENISON & SANDS  
SUBDIVISION

W. O. Denison, Surviving Trustee.

This beautiful suburb is situated on high ground, commanding a fine view of all surrounding country, and is only a mile and a half from the Capitol, and is between Eckington and Brookland. Metropolis View has cement walks, water, gas, and sewer already on many of the streets, and shade trees.

Besides the Owners of Homes  
There, Every House is Rented

To reach this charming suburb, take Brookland car to Seventh street, which is the end of the car line, and come south, and return to Eckington through this suburb.

Call at the office of W. O. Denison, 732 Tenth Street, and see the plat, and for further information.

See Denison & Baldwin's

Addition to South Brookland Syndicate, on line of Hyattsville car—along Rhode Island avenue.

GRANBY

W. O. Denison, Trustee

Rhode Island Avenue Extended. Newly subdivided subdivision. Lots for sale from 8c to 12c per foot.

WAREHOUSE SITES for sale on Rhode Island Avenue, along the Metropolitan Branch of B. & O. R. R. Some twenty-five lots left.

**W. O. DENISON**  
732 Tenth Street N. W.

"The Best Place to Live"

## Somerset Heights

Lots and villa sites on the beautiful heights of "SOMERSET" at prices ranging from 5 to 12 cents per square foot.

Water, sewerage, electric lights, and sidewalks. One 5-cent fare. Within 5 to 10 minutes of property selling at 50 to 75 cents per square foot.

Buy a home site where you can get all the ground you want at acreage prices, and in the growing Northwest, where values are steadily increasing.

HOMES BUILT AND SOLD ON EASY TERMS.

**Edgar M. Hayes**  
728 13th Street N. W.

Mar 1901

There Is "Reality" in My Realty.

## ALMOST ACREAGE PRICES ON SOMERSET HEIGHTS

The beautiful town of Somerset, located on the Rockville electric car line, one-half mile west of Chevy Chase Circle, has recently taken on the air of a city, a charter having been secured from the State of Maryland granting the right to elect officers, a town council, and all privileges enjoyed by cities.

The charter granted to Somerset includes all the best features contained in the charters of the other prosperous towns adjacent to the capital, among which are Kensington and Takoma. A mayor, town council, and other officers will be elected by ballot Monday, May 7, 1906.

The majority of people who go to the suburbs wish more ground than is often found in the average city lot, and Somerset furnishes the opportunity for the suburbanite to get all the land he chooses at a figure a little above acreage prices. It is one of the few choice Northwest subdivisions that offers such advantages. Much activity has been

shown in real estate recently. Mr. Edwin E. Howell, proprietor of the Microcosm, has purchased the beautiful property at the corner of Dorset avenue and Surrey street, the former home of the late Miles Fuller. Three houses have also been sold on Cumberland avenue recently, one being the handsome cottage of modern design erected by Dr. Crampton last summer. A number of other important deals are reported as being well under way.

### THE DECEMBER JAR OF FRISCO.

In December last, one Sunday morning, as a clergyman was preaching in one of the largest churches in San Francisco on "The Second Coming of Christ," a rumble was heard and the building rocked and swayed for two or three seconds.

It was the first warning of the coming great disaster of Wednesday, April 18. Panic was prevented by the calm attitude of the clergyman.—Detroit News.

## GREAT ACTIVITY ON RADNOR HEIGHTS

Frank G. Butts, a hustling young real estate broker, is now actively putting Radnor Heights on the market. This property, which is reached by two electric car lines, lies just south of the growing town of Rosslyn, and north of the Fort Myer military reservation.

This section of the county is developing very rapidly, and the demand for homes in this vicinity is increasing. Radnor Heights offers the advantages of a city, as improvements such as granite sidewalks, sewer, and water are put in without extra cost to the lot purchasers.

The ground is very high, dry, and healthy, and at the low figure at which lots are being sold it is an ideal spot for the homeseeker and the investor.

Mr. Butts has been sending out a complete little map, showing just where this subdivision is in relation to Washington, Fort Myer, and Rosslyn. A number of inquiries have been received in connection with this property. A rapid and steady development in the subdivision is therefore anticipated.

## MARYLAND, MY MARYLAND

"Just over the line" the residents think that Marylanders can discount the poor denizens (not citizens) of the District.

We can build cheaper, we have no permits to get, no inspectors to stand off.

We get the advantage of the expensive improvements you poor fellows pay for, and which Uncle Sam ought to pay for.

We can vote. We can at least make local officers COME TO US once a year. You in the District never can.

The accompanying map shows a tract two miles wide by six miles long, extending from the White House, Washington, into Maryland, the direction from the White House being northeast.

It will be seen that Mt. Ranier and Brentwood are barely four miles from the business center of Washington, and Hyattsville is barely five miles from such center. Much of the territory of the District of Columbia is further from the Capitol or the Patent Office (which is about the center of population of the District) than is Brentwood.

By the City and Suburban Electric Road, the fare is one ticket or five cents to the District of Columbia Line, and five cents beyond that line to Riverdale, (beyond Hyattsville). Cars every fifteen minutes, and often during busy hours, morning and evening.

The B. & O. Railway runs twenty trains per day which stop at Hyattsville, and twelve stop at Brentwood. The distance from the new Union Station, Washington, to Brentwood, Md., is just four miles.

Hyattsville, Md., has a bank, two newspapers, six churches, a large new school of 400 pupils, and some twenty business houses dealing in all commodities required for a village of 2,000 people. It has its own municipal government, owns its own water works, and is about to put in an electric lighting plant.

The Holladay Company has lots in Hyattsville, 50 feet by 150 or 200 feet, at \$150 to \$250.

Brentwood and Mt. Ranier, bordering the District of Columbia, have together a population exceeding 800. There is a school of 150 pupils, two churches, some eight or ten stores, and the usual business connections of a new and growing town. The growth of the settlement is shown by the fact that more than 40 houses were built in 1904, more than 70 in 1905, and it is believed 100 houses will be erected in 1906.

Lots in the Holladay Company's tract, along the electric road, in Brentwood, are usually 40 by 125 feet. Some are much larger. Prices range from \$300 to \$350, according to location. All the streets are graveled, and most streets have shade trees, 6 to 12 years old.

A few lots remain in the Brentwood Company's tract. These are 50 feet front by 140 to 170 deep, and sell for \$300 to \$400.

Mt. Ranier overlooks the country for miles, and at the nearest point is but 500 feet from the District Line Station of the City and Suburban Electric Railway. Concrete sidewalks are laid along some of the streets, which are being rapidly improved.

Lots in Mt. Ranier are usually 50x150 feet. Prices range from \$250 to \$750 according to location.

Lots on the Brentwood or Holladay tracts can be bought on monthly payments of \$5. At Mt. Ranier, \$5 to \$10 monthly.

Inquire of WALLACE A. BARTLETT, Loan and Trust Building, Washington, or Bunker Hill Road, Brentwood.

